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In 1918, the young Czechoslovak Republic was faced with two special problems:

(a) To connect satisfactorily Czech provinces with Slovakia. In the past, the Austrian part of the monarchy tried to connect Czech provinces firmly with Vienna, for reasons of interior policy. For the same reasons, the Hungarian part laid stress on connection with Budapest, and opposed the connection of Slovakia with the Czech provinces. In order to improve this situation, the Czechoslovak Republic built two new railroad-lines, Veseli n/M - Nove Mesto n/V, and Vsetin - Broumov Bylnice, across the chain of the Low Carpathians. Furthermore, the Republic rebuilt the important Bohumin - Kosice railroad and began to build its second track, still unfinished.

(b) To complete the Slovakia rail network which was much less extensive than in the Czech provinces. For this purpose, several railroad lines were built, such as Handlova-Horni Stubna -Banska Bystrica, and Cervena Skala-Margecany.

The Republic built also, in the Czech provinces, a second track on several railroad sections, such as Prerov-Ceska Trebova.

At present, Czechoslovakia has about 8,200 miles of railways, 16 miles of length per 100 square miles (average).

2. Q. Did Poland, USSR, Austria, and Germany participate in the development of the railways?

A. The answer is wholly negative. Since 1918, when Czechoslovakia was created, Poland, USSR and Austria have not participated in any way in the development of Czech railways. In the 19th century, Germany built a few miles of railroad on the present day Czechoslovakian territory, connecting Bavaria with Cheb and Zittau (in Saxony) with Liberec. Germany owned and managed these short sections until May 45. The Versailles Treaty omitted this fact, and from 1920 to 1938, Czechoslovakia has endeavored in vain to do away with this anomaly.

During World War II, Germany started building a second track on the railroad Havlickuv Brod -Chotebor, but could not finish it. Expenses were paid not by Germany, but by the Protectorate.

3. Q. Name the various State and private rail systems which about 1919 united to form the Czech State Railways. Please also confirm the 1919 date.

A. I believe, the law uniting the various State and private systems was promulgated in 1919. The main previously existing private railroads were Bustehrad Railroad (Kladno - Most), Bohemian North-Western Railroad (Usti n/L-Cheb) and Bohumin - Kosice Railroad. Besides that there existed many small companies of local interest. All remnant railroad lines were old Austro-Hungarian State railways, inherited by the Czechoslovak Republic.

One can hardly retain a detailed recollection of such a matter after thirty years, but any Czech encyclopedia, or Czechoslovak code of laws can give all details desired.

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